

Charrette Brief

01/29/2004

Team Report *(Please turn in page one only at the charrette.)*

1. Team Name

A concise title that embodies the spirit of your vision.

2. Intention Statement

A descriptive phrase or sentence that summarizes your main theme or approach.

3. Products

All products must be turned in at the end of the charrette, 10:30 p.m Saturday 2/28/04.

- ☐ Team Report
- ☐ 1 Plan
- ☐ 1 Section
- ☐ Other *(Please specify)*

4. Team Facilitator

Please print.

5. Team Members

Please print.

Brief

This brief provides a framework to support charrette teams in generating vision plans for Seattle's Central Waterfront. All teams participating in the waterfront charrette should address the guidelines contained herein.

Seattle's Central Waterfront Plan Charrette

In light of the pending removal of the Alaskan Way Viaduct and other related changes along the downtown waterfront, Seattle's Central Waterfront Plan is a once-in-a-century opportunity to rethink our city's front porch. Seattle's Central Waterfront Plan charrette is an important step in an 18-month public process to plan for the future of Seattle's waterfront. The charrette is not a competition to select a winning scheme for the waterfront. Rather, the purpose of the waterfront charrette is:

- To identify visionary ideas about how Seattle's waterfront could develop – what uses should be on the waterfront and what its character should be – that will help inform the City's waterfront Concept Plan to be developed later in the waterfront planning process.
- To gauge the public will on which Alaskan Way Viaduct/Seawall replacement alternative is preferred by Seattle citizens.
- To educate people about the complex issues involved with redeveloping the waterfront and to further engage citizens in the city-wide waterfront planning effort.

Charrette Goal and Principles

A charrette is an intensive, focused work session intended to promote interaction between many different types of people brought together to develop ideas or to solve a problem. Seattle's Central Waterfront Plan charrette is an opportunity for citizens to work together to develop multiple visions for Seattle's downtown waterfront. Each charrette team will produce a vision plan. While not a full-blown master plan, a vision plan should describe a program for the waterfront, identifying major uses, public spaces and other key elements to be located on the waterfront.

Goal

The goal of the vision plan is:

To create a beautiful and appropriate waterfront for our city – one that balances and integrates nature, human activities, economic development and movement.

Principles

Based on draft Principles developed by the public and City staff through the waterfront planning process to date, vision plans should consider the following principles:

- **Access and Connection.** Connect the waterfront to the city, both physically and visually, such that the waterfront would be part of downtown and the downtown would be of the waterfront.
- **Authenticity and Identity.** Incorporate the past while allowing the future. Reveal the obvious natural fact of the shoreline, long obscured. Preserve the artifacts of our human history that exist there, in danger of loss.
- **Destination and Movement.** Allow access to and through the waterfront, but not at the expense of the people on foot who live, work and visit there.

- **Diversity and Flexibility.** Create a flexible and adaptable environment within which buildings, roads, plazas and natural elements (shoreline habitat, vegetation) can develop over time to accommodate changing human needs.
- **Economic Development.** Foster a zone for dynamic economic development and a magnet for 21st century investment – where work, living, and enjoyment combine to make our city's livability palpable.
- **Sustainability.** Make the waterfront a model for economic, social, and economic sustainability through incorporating state-of-the-art sustainable practices in highly visible contexts. In particular, emphasize shoreline habitat restoration, storm water quality improvements, and transportation-related air and noise pollution mitigation.

Study Area

Refer to the study area map (in the Background Reports). The boundaries of Seattle's Central Waterfront Plan study area are:

- Western boundary: Elliott Bay
- Northern boundary: W Thomas Street
- Eastern boundary: jogs along 1st, 2nd and 4th Avenues and Occidental Avenue S.
- Southern boundary: S Atlantic Street and the southern edge of Terminal 46

Charrette Teams

Charrette participants will work in teams. For logistical reasons and equity, each team should consist of 10-12 people. Smaller groups and individuals will be teamed with other participants to create complete, balanced teams.

Team Facilitators

Each team will assign, or will be assigned, a team facilitator. The team facilitator will be responsible for providing design direction to the team as well as seeing that all charrette requirements are fulfilled. Facilitators should have experience working with a team in a charrette exercise and demonstrated ability to translate ideas into diagrams, drawings and words that represent physical space.

Team Participants

Teams are encouraged to include members with diverse skills and experience, such as landscape architects, urban designers, architects, artists, scientists/biologists, transportation and other types of engineers, workers, environmentalists, students, youth, elderly, social service providers, neighborhood activists, developers, etc.

Charrette Logistics

Orientation

Team facilitators or their designated representatives are responsible for communicating the information presented at the 1/29/04 orientation and delivering materials to absent team members. All charrette participants are urged to study the literature in advance of the charrette. At the orientation, the City will provide the following materials:

- Orientation agenda
- Summary of the waterfront planning process and forums to date

- Background Reports
- Principles
- Charrette Brief
- Summaries of the 5 Alaskan Way viaduct/seawall replacement alternatives
- Seawall Fact Sheet
- Preliminary Team Rosters

Materials

Teams should bring their favorite drawing tools and media to the charrette. At the charrette, the City will provide the following materials:

- Charrette agenda
- Final team rosters
- Base maps (plans and sections) at the appropriate scale for teams to work from
- Basic pens, pencils, markers, rulers, paper and tracing paper to use as an overlay for your designs
- Reference photos, maps, analytical diagrams
- Examples of prior plans for Seattle's waterfront
- Examples of waterfront plans from other port cities around the world

Venue

The charrette will be held at Pier 66, Bell Harbor Convention Center, Elliott Hall. Entry is off of Alaskan Way. The hall, which is at the north end of Pier 66 on the waterside, is a 10,000-square-foot open space that will be divided into individual work stations for each team. For directions and parking information, see www.bellharbor.com.

Hours

Seattle's Central Waterfront Plan charrette will take place all day on Friday, February 27, and Saturday, February 28, 2004. The venue will open at 8:00 a.m. and will close at 10:30 p.m. on both days. Participants are expected to work for a substantial part of both days, although each person may set their own hours with their team. The charrette will kick off with a short guided walking tour of the waterfront, from 8:30 a.m. to 10:00 a.m. on Friday. All participants are encouraged to attend the tour. Teams will assemble to begin their work at 10:00 a.m. Friday.

Meals

Complimentary continental breakfast and buffet lunch for all registered charrette participants will be provided at the venue on both days. Complimentary dinner for participants who wish to work into the evening will be provided at the venue on a reservation basis. (Details to follow.)

Charrette Products

Required Products

The following products must be produced by each team. These products may be considered minimum requirements:

- **Team Report.** A one-page Team Report (see form provided on page one of this document) will be used to record each team's name, intention statement, products and participants.

- **One Plan.** A plan is a bird's-eye view drawing of the site. The plan should address the team's vision for the entire study area. The plan may be as simple as a bubble diagram with descriptive notes or as detailed as an architectural rendering.
- **One Section.** A section is a vertical slice through the site. The section should show the relationship between the water, the waterfront area and the downtown area up the hill. As with the plan, it may be a simple diagram or a detailed rendering.

Optional Products

Teams that wish to produce additional products are welcome to do so. Optional products may include:

- Additional plans
- Additional sections
- Details or aerial plans
- Perspective views or thumbnail perspective sketches
- Any other materials, media, illustrations or narratives that the team deems important to represent their work

Deadline

Teams are encouraged to use the charrette time to do all of their work. No additional work will be allowed once the charrette is done. All products must be turned in at the end of the charrette on 10:30 p.m Saturday 2/28/04.

Presentation of Charrette Results

Charrette results will be presented at an evening event in April 2004. (Date to be announced.) The general public as well as elected officials and waterfront decision-makers will be invited to attend this presentation. Only registered charrette teams will have the opportunity to formally present their work at the event.

Program

Each charrette team should develop a vision plan that identifies the major land uses, public spaces, transportation facilities and other key elements to be located on the waterfront. If you choose not to incorporate certain elements, your vision plan should address any problems or issues associated with choosing a different direction. Teams are asked to consider the following program elements and principles in their vision plan:

Transportation

- Accommodate one of the 5 proposed Alaskan Way Viaduct/Seawall replacement schemes.
 - ☐ Alternative 1: Rebuild Plan
 - ☐ Alternative 2: Aerial Plan
 - ☐ Alternative 3: Tunnel Plan
 - ☐ Alternative 4: Bypass Tunnel Plan
 - ☐ Alternative 5: Surface Plan
- In selecting a viaduct alternative, meet the following demands:
 - ☐ Allow for local traffic movement.
 - ☐ Allow for through-movement of traffic that bypasses downtown, including truck and rail freight vehicles.
 - ☐ Incorporate through traffic with local traffic OR divide through traffic from local traffic in a grade-separated system.
 - ☐ Do not inordinately compromise pedestrian and public space qualities throughout the waterfront.
- Suggest design strategies for how various transportation modes – including pedestrian, bike, trolley, bus, train, car, freight, boat, ferry, passenger ferry – and a range of water-dependent transportation uses might be gracefully incorporated and blended in the waterfront area.

Public Space

- Provide new waterfront open space, including at least one substantial, destination-type open space.
- Provide a continuous public right-of-way for pedestrians immediately adjacent to the water, including along all pier edges.
- Create places for people to touch the water.
- Provide a generous, safe and easily traversed connection between Pike Place Market and the waterfront.
- Improve other key east-west pedestrian connections (i.e., make them safer, more interesting and more comfortable), especially at University and W Thomas Streets.
- Address ways to traverse the bluff in order to strengthen the relationship between the waterfront and upland areas east-northeast of the viaduct.
- Make the east side of Alaskan Way an active urban street edge, with urban pedestrian-scale activities.
- Strengthen pedestrian routes to existing major public places such as King Street Station, the stadiums and Seattle Center.

Ecology

- Improve environmental sustainability of the waterfront, incorporating best management practices for stormwater management and habitat creation appropriate for urban conditions. Speculate on strategies that might celebrate these features for added interest and educational value for visitors.

Land Use and Urban Design

- Intensify mixed-use development around Colman Dock ferry terminal. Consider Colman Dock's potential as a gateway, a node of activity, and an inter-modal transportation hub. Address placement of holding areas for cars waiting for ferries.
- Preserve the six finger piers and pier sheds within the designated historic character area (Piers 54 through 59).
- Identify other cultural artifacts not mentioned here that your group considers worthy of preservation and adaptation to present circumstances.
- Suggest land uses appropriate to each of the four waterfront zones:

North Waterfront: Mixed-Use Zone

- ☐ Create a diverse mix of uses and more intense activity.
- ☐ Connect with the high-density residential zone to the east- northeast of the waterfront.
- ☐ Take advantage of habitat improvement opportunities.

Central Waterfront: Public Recreation Zone

- ☐ Create a diverse mix of uses and more intense activity.
- ☐ Connect with the commercial and downtown retail activities to the east of the waterfront.
- ☐ Consider creating civic cultural amenities.

South-Central Waterfront: Commercial/Retail Zone

- ☐ Create a diverse mix of uses and more intense activity.
- ☐ Provide direct and simple connections for pedestrians between Colman Dock and the core of downtown.

South Waterfront: Maritime Transportation Zone

- ☐ Consider potential future redevelopment of Terminal 46 after the Hanjin lease expires in 2015.
- ☐ Consider uses that are compatible with the industrial areas to the south.
- ☐ Provide improved connections to Pioneer Square.

- Intensify mixed-use development around Colman Dock ferry terminal. Consider Colman Dock's potential as a gateway, a node of activity, and an inter-modal transportation hub. Address placement of holding areas for cars waiting for ferries.
- Preserve the six finger piers and pier sheds within the designated historic character area (Piers 54 through 59).
- Identify other cultural artifacts not mentioned here that your group considers worthy of preservation and adaptation to present circumstances.

Principles

Consider which of the following principles and priorities your vision will emphasize:

Balance and Integration

- ☐ Balance a mix of uses and activities on the waterfront
- ☐ Integrate the waterfront with upland areas

Access and Connection

- ☐ Physical and visual connection to upland areas, especially pedestrian and transit connections
- ☐ Views across Elliott Bay and to the north and south
- ☐ Access to the water's edge, both visual and physical
- ☐ Connection to place

Authenticity and Identity

- ☐ Authenticity – what is useful and meaningful to those that live and work on the waterfront
- ☐ A waterfront that is real and unique to Seattle

Destination and Movement

- ☐ Multi-modal transportation links
- ☐ Through-traffic and local traffic
- ☐ Pedestrians and bicyclists
- ☐ Transit
- ☐ Freight mobility
- ☐ Parking

Diversity and Flexibility

- ☐ Mix of activities
- ☐ Scale
- ☐ Increased public use
- ☐ Discrete destinations along the linear waterfront
- ☐ Safety (from crime, from traffic)

Economic Development

- ☐ Diverse economy
- ☐ Working waterfront
- ☐ Development partnerships
- ☐ Post-viaduct revitalization of the waterfront

Environmental Sustainability

- ☐ Improve marine habitat and migration routes
- ☐ Improve the quality of storm water discharged from the site
- ☐ Improve air quality
- ☐ Shoreline rehabilitation

- Which priorities does your concept recommend in regard to each of the potentially conflicting interests described below?

For each, describe which point of view your vision plan supports.

- ☐ Public access v. maritime industry
- ☐ Large-scale streetscapes to accommodate trucks and busses v. human-scale
- ☐ Waterfront as destination v. thoroughfare
- ☐ Cruise ship industry's economic benefit v. environmental impacts
- ☐ Preservation of historic finger piers v. environmental impacts
- ☐ Having a variety of land uses v. allowing only water-dependent uses
- ☐ Authenticity and historic preservation v. allowing for change
- ☐ Redevelopment of Terminal 46 in marine-related industrial use v. mixed use
- ☐ Enhancing the waterfront's urban character v. recreating a more naturalistic shoreline